
THE SOUTHEAST BALTIMORE TRANSPORTATION IMPACT STUDY

Results from the Winter Meeting I: Sub-Area Issues February 16, 2005

Winter Meeting I focused on analysis of and priorities among sub-area issues identified in the October stakeholder meetings, the impact of expected development in the Southeast, and potential solutions. Discussion of specific sub-area issues helped to ensure that the right participants are involved in designing and implementing solutions, and forms the starting place of Winter Meeting II, focused on cross-cutting issues. Participants in the meeting — stakeholders from community groups, businesses, and developers — were asked to form three groups based on where their community and/or business is located:

Group A: Orleans-Fayette Corridor, West of the Park, and Patterson Park Area

Group B: Inner Harbor Gateway (President Street) and Fells Point

Group C: Eastern Waterfront, Canton, and Brewer's Hill

These three groups worked separately to prioritize the transportation-related issues they identified to be in their specific area in the October Meeting and to discuss potential solutions. The groups were then asked to answer specific questions and to share the answers with all attendees at the conclusion of the two working sessions. Below is the list of questions and answers received by each group. The agenda from Winter Meeting I can be found on page 5.

Breakout #1: Prioritizing the Issues

This breakout was designed to discuss the issues that group members identified from the October meetings. These issues were discussed to see how they are connected to each other and how/if they affect other neighboring areas.

Breakout Questions	Group A	Group B	Group C
<i>What are the priority issues in your group?</i>	<ul style="list-style-type: none"> (1) Speeding through-traffic between development to the east (much of it beyond the City line) and employment downtown. (2) Parking, to be addressed at a localized level. (3) Pedestrian/ bike access toward the east, including Bayview and Downtown 	<ul style="list-style-type: none"> (1) Capacity on both the supply (highway capacity) and demand side (encouraging a shift to transit) (2) Safety (both vehicle and pedestrian) at President and Eastern and left-turn safety from the divided part of Broadway (3) Lack of transit and the need for Broadway Shuttle service, and improved east-west service 	<ul style="list-style-type: none"> (1) Impacts of new development/redevelopment including: <ul style="list-style-type: none"> (a) congestion and (b) inadequate infrastructure (2) Parking (3) Transit (4) Pedestrian/bike issues (5) Enforcement
<i>What do you propose as a short-term action that the city and stakeholders can agree to complete to address this priority issue?</i>	<p>Define the neighborhoods (what streets should handle what traffic, what are “through” streets)</p> <p>Focus on enforcement, as through-traffic would be less troublesome if it obeyed speed limits.</p> <p>Install more distinct crosswalks and signs reminding drivers of pedestrians’ right of way</p> <p>Consider other traffic-calming mechanisms (e.g., the installation of 4-way stops signs)</p>	<p>Create a Broadway Shuttle</p> <p>Work on parking management in the area: Sharing of spaces by time of day, Residential Permit Parking programs, etc.</p> <p>Have water taxi operate more like transit</p>	<p>Enforce truck traffic and speeding</p> <p>Improve condition of Conkling (going north between Boston and O’Donnell)</p> <p>Re-time light to consider left turn at Conkling and O’Donnell</p> <p>Relieve congestion on Boston by reopening Clinton Street, south of Boston (long-term)</p>
<i>What is one short-term action that can be implemented at a local level without City involvement?</i>	<p>Promote awareness of streets’ roles (arterial vs. non-arterial)</p> <p>Increase awareness to through-traffic that these are residential streets and that drivers are passing people’s homes, which creates a safety issue(e.g., community outreach)</p> <p>Address parking issues with Parking Authority</p>	<p>Work to develop a consensus on parking management</p>	<p>Encourage community and developers to work together and determine where City fits in</p>

Breakout Questions	Group A	Group B	Group C
<i>Is there anything your group couldn't agree on?</i>	Impact of through traffic- It is good for business, but bad for neighborhoods. (However, residents indicated that the negative effects of through-traffic could be mitigated without disrupting the positive effects for businesses. Suggestions included improved speed enforcement and the other mitigations detailed above.)	NA	NA

Breakout #2: Looking Toward Solutions

Volpe presented the results of the modeling done to date and communicated anticipated levels of transportation capacity and congestion, for three scenarios. These were:

- (1) “2004 Baseline” (reflects development completed as of late fall 2004),
- (2) ”Full Development 1” (reflects future anticipated completion of all currently-approved development projects in and near the study area), and
- (3) Full Development 2 (accounts for uncertainties in development predictions by examining 15% more employment and population than in Full Development 1).

The second breakout session then focused on how the modeling results could potentially change the priority issues and what solutions could be implemented to address the expected future demands on the transportation system.

Breakout Questions	Group A	Group B	Group C
<i>How have the priorities changed at all?</i>	Need to look at through-traffic and where it's going to go; how to handle Orleans traffic	More focus to use Central as alternative to President's Street to reach I-83; Congestion	More emphasis on how to control the impacts from development that is quickly happening
<i>How will your priorities be linked to others in the SE?</i>	Focus on alternatives: transit, HOV and/or transit-priority lanes and/or transit signal priority, increase people per vehicle	Transit will be link; Have better signage for people looking to park to reduce traffic congestion created by people looking for on-street parking.	Development policies and transit are issues that affect the entire SE, not just the local area.
<i>What top three solutions come to mind that can benefit the entire Study area?</i>	Address potential social justice issues- The modeling suggests that, as the waterfront areas become more congested, some through-drivers may increasingly choose to cross east Baltimore further north.	(1) Dedicate transit lanes (2) Address safety (3) Improve intersections at Fleet and Central (4) Improve lighting (especially near Aliceanna and Caroline)	(1) Allow development to succeed (2) Fund city services (e.g., parking) to keep pace with development needs (3) Improve transit – especially faster, more reliable, and safer service.
<i>What are some short/medium/long-term solutions?</i>	Short-term: Convince more people to use existing transit systems	Medium-term: Improve personal safety (and perception of) as a tool to get fewer people driving and more people walking	Short-term: Shuttle bus service. Medium-/long-term: build necessary roadway and parking infrastructure.

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Winter Meeting I: Sub-Area Issues

February 16, 2005

6:30-9:00pm

Welcome

Mr. Al Foxx, Director, Baltimore City Department of Transportation

Brief Overview of SE Transportation Impact Study The USDOT Volpe Center's Analysis of Issue Areas

BREAKOUT #1: Prioritizing the Issues

Understanding Future Changes to the Southeast

BREAKOUT #2: Looking Toward Solutions

Next Steps

- Assignment for Winter Meeting II
- Winter Meeting II: Cross-Cutting Issues, March 10th